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39

SUPPLEMENT No. 4—1954

RELATING TO THE

South Indian Ocean Pilot

SIXTH EDITION, 1946

CORRECTED TO 13th MAY, 1954

Whenever reference is made to the Pilot,
this Supplement must be consulted

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LONDON
PUBLISHED by the HYDROGRAPHIC DEPARTMENT, ADMIRALTY

To be obtained from the
Agents for the Sale of Admiralty Charts

1954

Gratis to purchasers of South Indian Ocean Pilot

ADVERTISEMENT TO SUPPLEMENT No. 4

This Supplement has been compiled by Captain F. M. Hodgson, R.N., from information received in the Hydrographic Department of the Admiralty, relating to the South Indian Ocean Pilot, Sixth Edition, since its publication in 1946.

It should be retained intact for reference ; its existence is to be noted on the tabular form inside the cover of the Pilot.

Whenever reference is made to the Pilot, this Supplement must be consulted.

Attention is drawn to the portions which differ from the *previous Supplement* and which are indicated in the following manner:—

Additions or alterations are [enclosed by broad square brackets in heavy type.]

[Deletions are indicated by a heavy horizontal line.]

Supplement No. 3, 1952, is hereby cancelled and all information affecting the South Indian Ocean Pilot, 1946, contained in Notices to Mariners, up to and including No. 1103 of 1954, has been embodied in this Supplement ; for temporary and preliminary Notices to Mariners affecting this edition, the list of temporary and preliminary Notices to Mariners in force, published monthly in the complete weekly edition of the Admiralty Notices to Mariners, should be consulted.

A. DAY,
Vice-Admiral,
Hydrographer of the Navy.

Hydrographic Department,
Admiralty, London,
13th May, 1954.

SUPPLEMENT No. 4, 1954,

relating to the

South Indian Ocean Pilot

SIXTH EDITION, 1946.

(Corrected to 13th May, 1954.)

Front fly-leaf.—CAUTION WHEN APPROACHING BRITISH PORTS.—At the foot of the page *insert* :—

Note.—Mariners should always consult Admiralty Notice to Mariners No. 1 of the current year for the latest information in the subjects mentioned above.

Page facing the front fly-leaf.—CAUTION at the foot of the page.—
Line 2: *For* “ , 4 and 7 ” *read* “ to [19 ”]

Title page.—Line 9: *Delete* “ ALL BEARINGS ARE TRUE ”
Line 15: *Delete* “ 145, Minorities, E.C.3.”

Page to face page ii].—First paragraph, line 1: *For* “ ALL TRUE ” *read* “ REFERRED TO THE TRUE COMPASS ”

Fourth paragraph, line 1: *For* “ NAUTICAL MILES ” *read* “ SEA-MILES ”

Fifth paragraph, line 2: *For* “ NAUTICAL MILE.” *read* “ SEAMILE. IT IS OFTEN ACCEPTED AS BEING ONE-TENTH OF A NAUTICAL MILE.”

[Tenth paragraph, line 1: *For* “ STEAM ” *read* “ POWER ”]

Page iii.—First paragraph, line 1: *For* “ Madagascar Ile,” *read* “ Madagascar, Ile ”

Second paragraph, line 2: *After* “ information ” *insert* “ received in the Hydrographic Department ”

Third paragraph, line 4; *For* “ nautical miles ” *read* “ sea-miles ”

[Fourth paragraph, line 2: *For* “ London S.W.1 ” *read* “ Oxgate Lane, Cricklewood, London N.W.2 ”]

[Fifth paragraph, lines 2-3: *Delete* “ Admiralty ” to “ the ” and *substitute* :—“ Hydrographic Supplies Establishment, Creechbarrow House, Taunton, Somerset, or from any of the Chart ”]

[Page xii.—*Above the heading insert* :—

LAWS AND REGULATIONS APPERTAINING TO NAVIGATION.

While, in the interests of the safety of shipping, the Admiralty make every endeavour to include in their hydrographic publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood :—

- (a) *that no liability whatever can be accepted for failure to publish details of any particular law or regulation, and*
- (b) *that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity or the law of regulation.*]

[Page xiv.—Line 14 : *Delete and substitute :—*

“(ii) Prior to 1954, when a chart was corrected from information which was ”]

[Line 16 : *For “ is ” read “ was ”]*

[Line 18 : *For “ are ” read “ were ”]*

[Line 24 : *For “ indicate ” read “ indicated ”]*

[Line 25 : *After “ respectively ” insert “ which would appear in later printings ”]*

[Line 27 : *For “ are ” read “ were ”]*

[Line 28 : *For “ are ” read “ were ”]*

[Line 29 : *For “ may ” read “ might ”]*

[Line 32 : *For “ does ” read “ did ”]*

[After line 32 insert :—

(iii) Since 1954, in order that more attention may be given to New Editions, Large Corrections, and corrections by Notices to Mariners, and for other reasons, the making of minor corrections to Chart plates as in (ii) has been discontinued. Information of no importance to safe and convenient navigation is instead recorded for inclusion in the next New Edition or Large Correction ; or for promulgation in a later Notice to Mariners should a change of circumstance alter the importance of the information.

In consequence the small correction date enclosed in a rectangle does not appear later than 1953 on navigational charts. The date within brackets may still appear and is then an indication that magnetic compasses have been corrected for a change in variation.]

Page xvii.—Line 16 : *For “ XII ” read “ 12 ”*

After line 22 insert :—

All temporary information is now incorporated in Admiralty Lists of Lights. The word “ **Temporary ” is printed against such information in heavy type in Column 10**

Lines 25 and 29 : *For “ IIIA ” read “ III ”*

Line 31 : *For “ IIIB ” read “ III ”*

Lines 32-34 : *Delete “ ; Section IIIC ” to “ war ”*

Line 38 : *For “ Admiral ” read “ Admiralty ”*

[Line 43 : *For “ in three volumes ” read “ as follows :— ”]*

[Lines 50-51 : *Delete “ radiobeacons ” to “ signals) ” and substitute :—*

“ and radiobeacons including air radiobeacons useful to ships ; also stations giving QTG service and calibration stations ”

[Line 53 : *After “ III ” insert “ (Part A) ”]*

[Page xviii.—Line 2 : *Delete “ codes ” to “ stations ” and substitute “ codes Vol. III (Part B).—Meteorological Observation Stations (Note : Future editions of Parts A and B will be known as Volumes III and IV respectively)*

Volume V.—Comprises particulars of Radio time signals, Uniform time system, navigational warnings and Position fixing systems (Decca, Loran, Consul, etc.) ”]

Line 8 : *For “ IV of the complete weekly ” read “ VI of the weekly complete ”*

Page xxi.—Line 43 : *For “ part ” read “ volume ”*

Pink slip facing page 1.—Line 3 : *For “ **Part X** ” read “ **Volume 10** ”*

Page xxi continued.

Line 7 : For " W/T " read " **radio** "

Line 8 : For " fog signals " read " **radiobeacons** "

Page 3.—Lines 47-48 : Delete " on " to " 32,150 " and substitute " in 1948, was 34,632 "

Page 4.—Lines 16-18 : Delete and substitute :—
Standard Time.—See page 21.

Page 5.—Line 47 : For " 1936 " read " 1946 "

Lines 48-49 : Delete and substitute :—

" about 4,000,000, of whom 50,000 were Europeans, 35,000 being French ; there were about 900,000 Hovas."

Lines 50-51 : Delete " 1936 " to " foreigners " and substitute " 1946, of about 163,000 of whom about 19,750 were Europeans "

Line 53 : Add :—In 1946, the population of Tamatave was about 25,000, over 5,000 of whom were Europeans ; of Majunga about 25,000 ; and of Diego Suarez about 14,000.

Page 6.—Lines 43-44 : Delete and substitute :—
Standard time.—See page 21.

Page 7.—Line 16 : For " 1941 " read " 1949 "

Line 17 : For " 408,392 " read " 456,700, excluding about 15,000 inhabitants of the neighbouring islands "

Page 9.—Lines 21-25 : Delete and substitute :—
Standard time.—See page 21.

Page 21.—After line 29 insert :—

Standard and Summer Times.—All information regarding Standard Times and Summer Times will be found in the Admiralty List of Radio Signals, Volume [V.]

[Lines 30-33 : Delete " take " to " increasing " and substitute " , and defence exercises, take place in a number of areas off the coasts of British Commonwealth and Colonial Territories as well as in foreign waters "]

[Line 36 : After " not " insert " as a rule "]

[Line 37 : For " lights," read " lights and "]

[Lines 38-39 : Delete " will " to " of " and substitute " , or targets which might be a danger to navigation, will however, be shown on charts and when appropriate, mentioned in "]

[After line 51 insert :—

All marine craft operating as range safety craft, target towers or control launches for wireless controlled targets will display, for identification purposes, while in or in the vicinity of the danger area, the following markings :—

- (1) A large blue flag at the masthead ;
- (2) A painted canvas strip, 6 feet by 3 feet, with red and white chequers in one-foot squares, on the fore deck or cabin roof.]

Page 22.—After line 4 insert :—

(e) *At remote-controlled craft.*

These craft are 68 feet (20^m7) in length and carry “ not under control ” shapes and lights, as well as normal navigation lights. Exercises consisting of practice bombing, air to sea firing, and rocket firing will be carried out against these craft or targets towed by them.

A control craft will keep visual and radar watch up to approximately 8 miles, and there will be cover from the air over a much greater range, to ensure that other shipping will not be endangered.

Warning will be broadcast by radio (W/T and R/T) before this practice is carried out.

Lines 10-13 : *Delete.*

After line 26 insert :—

Page 23.—After line 42 insert :—

Caution.—Cautionary Notes appear on many charts calling attention to areas in which there are telegraph cables ; these areas are indicated on the charts by pecked lines.

Every care should be taken to avoid anchoring in such areas, even though there may be no specific prohibition against doing so, in view of the serious interference with communications which results from damage to submarine cables.

Equal care should be taken wherever the symbol for a submarine cable (a wavy line) is shown on a chart.

Danger involved in cutting a submarine cable to clear anchors or fishing gear.—In the event of any vessel fouling a submarine cable every effort should be made to clear the anchor or fishing gear by normal methods ; should these efforts fail, the anchor or gear should be slipped and abandoned *without attempting to cut the cable.* *High voltages are, or may be, fed into certain submarine cables ; serious risk exists of loss of life due to electric shock, or at least of severe burns, if any attempt to cut the cable is made.* No claim in respect of injury or damage sustained through such interference with a submarine cable will be entertained.

Compensation for anchors or fishing gear sacrificed in order to avoid injuring a submarine cable can be claimed under the Submarine Telegraph Act of 1885 (Schedule of Submarine Telegraph Convention, Article VII).

Page 26.—Lines 1-6 : *Delete “ Mariners ” to “ shipping.” and substitute :—*

Mariners are warned that lights (with definite characteristics), which are not ordinary navigational aids, may be exhibited for the use of aircraft from structures near the coasts described in this volume.

These lights are often of great luminous power and elevation and may be the first lights or looms of lights sighted when making a landfall at night ; they normally have the following characteristics :—

(a) *Flashing white* (revolving beam type).

(These lights are usually screened from seaward but their looms may be visible).

Page 26 continued.

or (b) *Alternating flashing white and green* (revolving beam type).

or (c) *Flashing two letter groups* in the Morse code, in *red* or *green*.

(Although the groups made by these lights may have definite meanings in the International Code of Signals, their signification is to be disregarded; the fact that they are *red* or *green* in colour, and flash with mechanical regularity, should prevent their being mistaken for signals from shore stations or ships).

Air lights which appear likely to be visible from seaward will be shown on charts and described in the Admiralty Lists of Lights. As they are subject to changes of which prompt notification to the Mariner may not always be possible, care should be taken that they are not confused with marine navigational aids.

Line 9: *After "Victoria" insert " (Seychelles in List) "*

Line 13: *For "Bureau" read "General Secretariat"*

【*After line 17 insert :—*

LIFE-SAVING.—Lifeboats and life-saving appliances form the principal means adopted for saving life.

The line-throwing apparatus, the principal life-saving appliance, can often be used with effect when a life-boat is not available; its success, however, depends largely upon an intelligent co-operation on the part of the crew of the stranded vessel.

Signals.—In accordance with the International Convention for the Safety of Life at Sea, 1948, Chapter V, Regulation 16, the following signals shall be used by life-saving stations when communicating with ships in distress and by ships in distress when communicating with life-saving stations :—

(a) *Replies from shore station to distress signals made by a ship :—*

Signal.

Signification

By day.—White smoke signal.

By night.—White star rocket.

} "You are seen—assistance will be given as soon as possible."

(b) *Landing signals for the guidance of small boats bringing away the crew of a wrecked ship :—*

Signal.

Signification.

(i) *By day.*—Vertical motion of a white flag or the arms.

By night.—Vertical motion of a white light or flare. A range (indication of direction) may be given by placing a steady white light or flare lower and in line with the observer.

} "This is the best place to land."

(ii) *By day.*—Horizontal motion of a white flag or arms extended horizontally.

By night.—Horizontal motion of a white light or flare.

} "Landing here highly dangerous."

Page 26 continued.

- (iii) *By day*.—Horizontal motion of a white flag, followed by the placing of the white flag in the ground and the carrying of another white flag in the direction to be indicated.

By night.—Horizontal motion of a *white* light or flare, followed by the placing of the *white* light or flare on the ground and the carrying of another *white* light or flare in the direction to be indicated.

"Landing here highly dangerous. A more favourable location to land is in the direction indicated."

- (c) *Signals to be employed in connection with the use of shore life-saving apparatus* :—

Signal.

Signification.

- (i) *By day*.—Vertical motion of a white flag or the arms.

By night.—Vertical motion of a *white* light or flare.

In general :—"Affirmative."

Specifically :—

"Rocket line is held."

"Tail block is made fast."

"Hawser is made fast."

"Man is in the breeches buoy."

"Haul away."

- (ii) *By day*.—Horizontal motion of a white flag or arms extended horizontally.

By night.—Horizontal motion of a *white* light or flare.

In general :—"Negative."

Specifically :—

"Slack away."

"Avast hauling."

UNIFORM SYSTEM OF BUOYAGE.—Madagascar.—*The enclosed 4 coloured diagrams illustrating the Uniform systems of buoyage should be extracted from this Supplement and inserted in the parent book between pages 26 and 27.* These diagrams illustrate the uniform systems as agreed at the London Conferences of 1933 and 1936. These systems are being brought into use gradually on the coasts of Madagascar, but the change-over from the old French system may take some time to complete. Admiralty publications are being amended as the new information becomes available.

Mariners are warned that both the old and new systems may still be met with for some time to come. The body of this volume should invariably be consulted for all details of buoyage at particular places.

The following article gives full details of the new systems as they are being applied by the French authorities. In all cases where the information given in the article differs from the information contained in the coloured diagrams, the latter are to be disregarded.

There are two uniform systems in use or coming into use, the "Lateral" system and the "Cardinal" system. They may be used simultaneously and, if so used, the transition from one system to the other is indicated by a mark painted red and white or black and white in diagonal stripes, with topmark consisting of a cross and two horizontal bars, painted red or black. In cases where no doubt is possible, transition may be indicated by topmarks as described above added to the limiting marks of the two systems.

Page 26 continued.

Lateral system :—This system is generally used for marking well-defined fairways. The term “starboard-hand” denotes that side which would be on the right hand of the mariner when approaching or entering a harbour, river or estuary from seaward.

The term “port-hand” denotes the left hand of the mariner in the same circumstances.

Starboard-hand marks are conical and are painted black or black and white in chequers.

Starboard-hand topmarks, if any, consist of black cones, or for purposes of differentiation, except at the entrance to a channel, of black diamonds.

Lights on starboard hand marks, if any, consist of white flashing or *white occulting* lights exhibiting *one, three or five* flashes or eclipses ; or *green* lights with a character different to those allocated to wreck-marks.

Port-hand marks are can-shaped and are painted red or red and white in chequers.

Port-hand topmarks, if any, consist of red cans, or for purposes of differentiation, except at the entrance to a channel, of red T's.

Lights on port hand marks, if any, consist of *red flashing* or *red occulting* lights exhibiting *any number* of flashes or eclipses *up to four*, or *white flashing* or *white occulting* lights exhibiting *two, four or six* flashes or eclipses.

The ends of middle grounds are marked by spherical buoys, which are painted in horizontal bands, red and white where the main channel, is on the starboard hand, or the channels are of equal importance, and black and white where the main channel is on the port hand.

Middle ground topmarks, if any, when the main channel is on the starboard hand, consist of red cans on the outer marks and red T's on the inner marks. When the main channel is on the port hand the topmarks, if any, consist of black cones on the outer marks and black diamonds on the inner marks. When the channels are of equal importance the topmarks, if any, consist of red globes on the outer marks and red St. George's crosses on the inner marks.

Lights on middle ground marks, if any, will, as far as is possible, be distinctive, and neither colour nor rhythm will be such as to lead to uncertainty as to the side on which the marks should be passed.

Mid-channel marks are of distinctive shapes different from the principal characteristic shapes (conical, can and spherical). They are painted in vertical stripes either black and white or red and white.

Mid-channel topmarks, if any, are of distinctive shapes other than cone, can or globe.

Lights on mid-channel marks, if any, are different from the neighbouring lights at the sides of the channel.

Isolated danger marks are spherical and are painted black and red in wide horizontal bands separated by a narrow white band.

Isolated danger topmarks, if any, consist of a globe painted black or red, or half black and half red horizontally.

Lights on isolated danger marks, if any, are *flashing*, either *white* or *red*.

Fairway marks which serve to indicate the seaward approach to a harbour, river or estuary are similar in shape and colour to mid-channel marks, *see above*.

Page 26 continued.

Lights on fairway marks, if any, are *flashing*.

Buoys on the same side of a channel, estuary or tide-way, may be distinguished from each other by names, numbers or letters.

Cardinal system :—This system is generally used to mark reefs or isolated dangers. The marks vary in character according to the quadrant of the true compass in which they are situated with reference to the danger which they mark.

For this purpose the true compass card is divided into four quadrants, called North, East, South and West, which are bounded by the bearings north-east, south-east, south-west and north-west from the danger point.

The quadrant in which the mark lies can be identified by the characteristics of the mark as follows :—

North quadrant :—(N.W. to N.E.) The buoys are conical, painted black with a wide, white horizontal band in the middle, and are surmounted by two cones points up.

Lights, if any, are preferably, *white quick-flashing* or else *white flashing* or *white occulting* exhibiting an *odd* number of *flashes* or *eclipses*.

East quadrant :—(N.E. to S.E.). The buoys are conical, painted the upper part red and the lower part white, and are surmounted by two cones bases together.

Lights, if any, are preferably *red quick-flashing* or else *red flashing* or *red occulting* exhibiting an *odd* number of *flashes* or *eclipses*.

South quadrant :—(S.E. to S.W.). The buoys are can-shaped, painted red with a wide, white horizontal band in the middle, and are surmounted by two cones points down.

Lights, if any, are preferably, *red flashing* exhibiting an *even* number of *flashes*, or else *red occulting* exhibiting an *even* number of *eclipses*.

West quadrant :—(S.W. to N.W.). The buoys are can or spindle-shaped, painted the upper part black and the lower part, white, and are surmounted by two cones points together.

Lights, if any, are preferably, *white flashing* exhibiting an *even* number of *flashes*, or else *white occulting* exhibiting an *even* number of *eclipses*.

Isolated danger marks and fairway marks are the same as in the lateral system.

Wreck marking :—Wrecks may be marked either by the Lateral or the Cardinal system.

Green is the predominant colour used for all purposes connected with wreck-marking, viz :—For buoys, daymarks lights &c., buoys have the letter W and the word "wreck" in the language of the country under whose authority they lie, painted on them in white letters.

Lateral system :—

Wreck-marking buoys which are

(a) To be passed on the mariner's port hand :—

A can-shaped buoy, and, if lighted, exhibiting a *green flashing* light showing *two* flashes.

(b) To be passed on the mariner's starboard hand :—

A conical buoy, and, if lighted, exhibiting a *green flashing* light showing *three* flashes.

(c) To be passed on either side :—

A spherical buoy, and, if lighted, exhibiting a *green occulting* light showing *one* eclipse.

Page 26 continued.

Cardinal system :—Under this system, wreck-marking buoys placed only in the East or West quadrants and have the following characteristics :—

East quadrant marks are conical painted green, and are surmounted by two cones bases together.

Lights, if any, are *green flashing*, exhibiting groups of *quick flashes* separated by periods of eclipse.

West quadrant marks are can or spindle-shaped, painted green, and are surmounted by two cones points together.

Lights, if any, are *green flashing*.

Caution :—In both systems if buoys of the principal characteristic shapes (i.e. conical, can and spherical) are not available, buoys of other shapes or spar buoys may be used in their places. Such buoys will be painted in a similar manner to the marks they replace, and, if lighted, will exhibit lights with similar characteristics.

Miscellaneous buoys.—

A quarantine anchorage is marked by yellow buoys.

Spoil grounds and sewer outfalls are marked by a buoy, the upper part of which is painted yellow and the lower part black.

Areas used for exercises by land, sea or air forces are marked by buoys painted white with two blue vertical stripes which cross at right angles on top of the buoy and which, when viewed from the air, appears as a blue cross on a white ground. The letters indicating " Danger Area " in the language of the country concerned may also be painted on the buoys.】

Page 29.—Line 20 : *Add* :—Furthermore, mariners should realise that at night Her Majesty's aircraft-carriers, whether engaged on night flying operations or not, may exhibit navigation lights (except the overtaking light) from the island structure only. This structure is always on the starboard side. This, in effect, means that the bow lights do not indicate the full beam of the ship ; the starboard bow light indicates the starboard side, but the port bow light may be as much as 100 feet (30^m5) from the port side.

For anchor lights exhibited by aircraft carriers, see Admiralty Notice to Mariners No. 7 of the current year.

Page 63.—Lines 8-9 : *Delete* " 1940 " to " 32,150 " and *substitute* " 1948, the population was 34,632 "

Line 21 : *For* " the route " *read* " one of the routes "

After line 23 *insert* :—

The following routes across the bank are in regular use by local vessels, which generally keep close to the actual track recommended.

Line 26 : *For* " 21 " *read* " 41 "

After line 29 *insert* :—

From westward, vessels pass through a position in lat. 4° 30' S. long. 54° 03' E., thence 2 miles southward of Silhouette island and 1½ miles northward of the northern extremity of Mahé island.

Page 64.—Line 47 : *Add* :—In 1948, a shoal with a depth of 5 fathoms (9^m1) 【over it,】 was reported to lie about 8 miles east-south-eastward of the south-eastern extremity of Seagull shoal.

Page 64 continued.

[After line 51 insert :—

A 9-fathom (16^m5) patch was reported, in 1952, to lie about $3\frac{1}{2}$ miles south-eastward of *Sherard Osborn.*]

Page 65.—[Line 27 : After “ northward ” insert “ and $2\frac{1}{2}$ miles north-eastward ”]

Lines 51-53 : Delete “ In ” to “ side ” and substitute :—

In 1950 Bird island was covered with casuarina trees and coconut palms. There is a settlement on the western side of the island.

Page 66.—Lines 2-3 : Delete

Line 18 : Delete “ 1892 ” to “ with ” and substitute “ 1950 it was covered with coconut palms and casuarina ”

Line 28 : For “ grey ” read “ white ”

Lines 41-42 : After “ Dangers.—” insert “ Lights.—”

After line 49 insert :—

In 1948 the population of Praslin island was 2,893.

Page 67.—After line 19 insert :—

Two leading lights are exhibited at the head of Grande Anse, on the south-western side of the island ; the front light, at an elevation of 8 feet (2^m4), from an iron pipe on a concrete base and the rear light, at a similar elevation, from an iron pipe on the beach ; the lights in line bear 064° .

Page 68.—After line 52 insert :—

In 1948 the population was 1,412.

Page 70.—After line 15 insert :—

In 1948 the population of Silhouette island was 502.

Line 40 : For “ 1936, of 25,367 ” read “ 1948, of 28,197 ”

Page 72.—Line 21 : For “ 1891 ” read “ 1950 ”

Page 73.—Lines 43-45 : Delete “ 331 feet ” to “ point.” and substitute “ 202 feet (61^m6), from a white tower, 5 feet (1^m5) in height, situated on Police point.”

Page 74.—Line 27 : For “ 1936, of 8,190 ” read “ 1948, of 9,478 ”

After line 34 insert :—

Vessels must not enter the inner harbour until they have obtained pratique or have been boarded by an authorised pilot.

No vessel may call at any island of the Seychelles group unless permission has been obtained from the seat of Government at Victoria. Such permission may be given provided vessels carry a clean bill of health, have no infectious disease on board and do not land any person on the island.

Lines 48-49 : Delete “ $6\frac{1}{2}$ ” to “ cables westward ” and substitute “ 6 cables south-westward, $4\frac{1}{2}$ cables westward and $4\frac{1}{2}$ cables north-westward ”

Lines 50-51 : Delete “ a white ” to “ north-westward ” and substitute “ a beacon, surmounted by a triangle, stands on the southern coast of this island, about 4 cables southward ”

Page 75.—Lines 23-26 : *Delete* “ ; a beacon ” to “ crag ”

Line 49 : *For* “ 1943 ” *read* “ 1951 ”

Line 51 : *For* “ six ” *read* “ three ”

Page 76.—Lines 7-9 : *Delete.*

Lines 13-17 : *Delete and substitute* :—

A rock, painted white and 12 feet (3^m7) high, lies close offshore about 2 miles south-south-eastward of Victoria light-tower and 1½ miles south-westward of the western extremity of Cerf Island.

Line 26 : *After* “ **Anchorage.**—” *insert* “ **Submarine cables.**—”

Line 28 : *For* “ (1) ” *read* “ A.—”

Line 30 : *For* “ (2) ” *read* “ B.—”

Line 32 : *For* “ (3) ” *read* “ E.—”

Line 34 : *For* “ (4) ” *read* “ C.—”

Line 36 : *For* “ (5) ” *read* “ D.—”

After line 37 *insert* :—

If anchoring in D berth care must be taken to avoid the submarine cables, indicated on the chart, a short distance westward ; *see* page 22.

Lines 48-49 : *For* “ (1), (2), and (5) ” *read* “ A, B and D ”

Page 77.—Line 5 : *Delete.*

Line 37 : *After* “ slip.” *insert* :—The Port Office and Customs House are situated about 1½ cables westward of the pierhead.

Lines 47-48 : *Delete* “ in the ” to “ pier ” and *substitute* “ near the slipway on the southern side of the pierhead ”

Line 54 : *Delete and substitute* :—
“ harbour.”

Page 78.—Line 2 : *Delete* “ the steps ” to “ the tide.”

After line 20 *insert* :—

Light.—A light is exhibited, at an elevation of 25 feet (7^m6), from a position on the coast about 3½ cables south-south-eastward of the port office on Hodoul jetty.

Line 51 : *For* “ , supplied in lighters, is ” *read* “ can be supplied in lighters which, however, are not always ”

Page 79.—Line 6 : *Delete* “ 1937 ” to “ tons ” and *substitute* “ 1948, 64 vessels, totalling 163,115 net tons and excluding coastwise trade ”

Line 9 : *After* “ **dangers.**—” *insert* “ **Off-lying shoal.**—”

After line 48 *insert* :—

A 7½-fathom (13^m7) patch lies about 2½ miles eastward of Point La Rue.

Page 81.—Line 38 : *Add* :—In 1946, a depth of 13 fathoms (23^m8) was obtained by the M.V. *Inverness* on the eastern edge of the bank, in lat. 6° 14' S., long. 56° 25' E. ; close eastward the depths increased suddenly to over 130 fathoms (237^m7).

Page 100 : [Lines 44-46 : *Delete* “ island ” to “ height ” and *substitute* “ island.] In 1948, the population was 330 ”

Page 103.—*After* line 28 *insert* :—

Bank.—A bank, with depths of from 16 to 30 fathoms (29^m3 to 54^m9) over it, was reported, in 1948, to lie in lat. 12° 41' N., long.

Page 103 continued.

60° 48' E., or about 70 miles south-south-westward of the middle of the southern end of Saya de Malha bank as defined by the 100-fathom (182^m9) line.

Page 111.—Line 38: *Delete* “ 1933 ” to “ 373 ” and *substitute* “ 1948, the population was 450 ”

Page 112.—Line 22: *For* “ 72° 23' ” *read* “ 72° 24' ”

Page 113.—Line 13: *For* “ **Beacons.—Buoy.**— ” *read* “ **Beacon.**— ”

Line 15: *For* “ 72° 25' ” *read* “ 72° 26' ”

Line 19: *For* “ lying ” *read* “ lies ”

Lines 20-32: *Delete* “ point,” to “ for ” and *substitute* “ point. A beacon, painted black, 24 feet (7^m3) in height, and surmounted by a yellow square, stands on the ruins of a pier close off Point Marianne.

For “

Line 37: *For* “ 1½ ” *read* “ 2½ ” and *for* “ the front leading beacon ” *read* “ Point Marianne ”

Line 39: *For* “ Point Marianne ” *read* “ the same point ”

Line 45: *Delete* “ with ” to “ of it,”

Line 52: *Add* :—A 6-fathom (11^m0) patch, which has not been examined, lies about 3 cables west-south-westward of Minni Minni patch.

Page 114.—Line 11: *Delete* “ and marked ” to “ buoy,”

Lines 13-18: *Delete* “ E.), ” to “ relied on.” and *substitute* “ E.). ”

Lines 30-33: *Delete* “ The ” to “ (10^m1). ” and *substitute* :—The vessel should steer for Point Marianne beacon bearing 154°, which leads through the fairway of Main pass in a least depth of 32 feet (9^m8).

Lines 38-40: *Delete* “ ; as ” to “ relied on ”

Line 51: *For* “ 12 fathoms (21^m9) ” *read* “ about 10 fathoms (18^m3) ”

Page 115.—Line 40: *Delete* and *substitute* :—
“ described on page 114.”

Page 117.—Lines 15-16: *Delete* “ , and a ” to “ coast ”

Line 24: *Delete* “ , the tomb 147° , ”

Page 123.—Lines 34-35: *Delete* “ , and most ” to “ flagstaff ”

Lines 42-43: *Delete* “ The flagstaff ” to “ gap.”

Line 47: *After* “ lies ” *insert* “ about ”

Line 48: *Delete* “ the flagstaff ” to “ residence ” and *substitute* “ Beacon A (page 124) ”

Lines 52-53: *Delete* “ the flagstaff ” to “ residence ” and *substitute* “ Beacon A ”

Page 124.—Lines 5-6: *Delete* “ in front ” to “ flagstaff ” and *substitute* “ on the foreshore about 3½ cables south-south-westward of the head of Anse Douény ”

Lines 17-24: *Delete* “ the flagstaff ” to “ caution ” and *substitute* “ beacons A and B in line, bearing 194° and beacons C and D in line, bearing 163° ”

Page 125.—[Line 35 : *Add* :—The rear light was reported destroyed in 1954.]

Line 47 : *For* " red " *read* " grey "

Lines 49-50 : *Delete* " ; the " *to* " doubtful "

Page 126.—Lines 15 and 22 : *For* " red " *read* " grey "

Page 128.—Lines 8-11 : *Delete*.

Line 14 : *For* " a front " *read* " M'Sangani front "

Line 22 : *For* " the front leading " *read* " M'Sangani "

Page 129.—Line 54 : *After* " Aspect.—" *insert* " Beacons.—"

Page 130.—Line 5 : *Add* :—There is a beacon near the northern extremity of Cap Duamuniu and another, painted white, stands on the summit of Morne H. (page 131).

Page 133.—Line 25 : *Add* :—The rear beacon was destroyed in 1948. *See* also page 136.

Line 42 : *After* " hill " *insert* " , but was destroyed in 1949. *See* also page 137 "

Line 44 : *After* " dangers.—" *insert* " Beacons.—"

Line 50 : *Add* :—There are two beacons on Pamanzi ; *see* page 136.

Page 134.—Line 9 : *For* " red " *read* " black and white "

Page 135.—Line 37 : *After* " which dries " *insert* " and is marked by a beacon [with a black conical topmark "]

Line 50 : *Add* :—This reef is marked by a beacon, which, however, was reported, in 1949, to be destroyed.

Page 136.—Line 2 : *After* " Pointe Congo " *insert* " a beacon near the north-western coast of Pamanzi and "

Line 30 : *Add* :—The rear beacon of these three was destroyed in 1948.

Page 137.—Line 15 : *Add* :—The rear beacon was destroyed in 1949.

Page 138.—Lines 31-32 : *Delete*.

Line 35 : *After* " Glorieuses.—" *insert* " Caution.—"

After line 41 *insert* :—

Iles Glorieuses were reported, in 1951, to lie about 2 miles south-south-eastward of their charted position.

Page 141.—Line 8 : *After* ' is ' *insert* " 33 feet (10^m1) high, and "]

[Line 21 : *Add* :—Two 5½-fathom (10^m1) patches lie about 4 miles north-eastward and 4 miles north-north-eastward, respectively, of the western extremity of the island, and a 4½-fathom (7^m8) patch, the position of which is approximate, lies about 6½ miles north-north-eastward of the same point.]

Page 150.—*After* line 18 *insert* :—

A shoal, with a depth of 7 fathoms (12^m8), lies about 1½ miles south-eastward of Nosy Anambo light-tower.

Page 153.—Heading: *For "ANGADOKA" read "D'ANGADOKA"*

Page 163.—Line 8: *After "bank" insert "and in 1952, depths of 26 and 27 fathoms (47^m5 and 49^m4) were obtained"]*

Page 169.—*After line 9 insert:—*

A 1½-fathom (2^m7) coral patch lies on the eastern side of Baie Maribé about 8 cables south-south-westward of Pointe Alankirimy.

Page 171.—Line 26: *After "shallow" insert "buoyed"*

Line 33: *For "254 feet (77^m4)" read "246 feet (75^m0)"*

Page 176.—Line 12: *Delete "Buoys.—"*

Lines 27-30: *Delete "; this" to "rock"*

Lines 34-35: *Delete.*

Page 177.—Line 8: *Add:—*A conical light-buoy, painted red and exhibiting a *red fixed* light marks the southern extremity of this reef. The light on this buoy is reported to be unreliable.

Lines 13-14: *Delete ", at an" to "base," and substitute "from a white house"*

Lines 21-22: *Delete "in black" to "2¾" and substitute "white, about 3"*

Lines 44-45: *Delete ", and" to "buoy"*

Line 46: *Delete "A black" to "lying" and substitute "A 3¼-fathom (5^m9) patch lies"*

Page 179.—Lines 20-21: *Delete "the red" to "side of"*

Line 25: *Delete "black" to "marking the"*

Page 180.—Line 12: *For "018°" read "017°"*

Lines 27-29: *Delete "jetty;" to "of the"*

After line 35 insert:—

There is daily communication by air with Tananarive.

Page 184.—Line 2: *After "awash," insert "with a 1¼-fathom (3^m2) patch situated about one cable westward of it,"*

Page 190.—Line 45: *For "(Lat. 14° 50' S., Long. 47° 57' E.)" read "(Lat. 14° 00' S., Long. 47° 56' E.)"*

Page 196.—[Line 45; *Delete "black and" and after "tower" insert "with a black cupola"]*

Line 47: *Delete "Buoy.—"*

Page 197.—Line 2: *For "black" read "red"*

Lines 35-37: *Delete "; it is" to "buoy" and substitute "and is steep-to"*

Page 199.—Line 41: *After "office" insert ", a one-story building with a white band on its roof,"*

Page 205.—*After line 38 insert :—*

Caution.—Uncharted coral heads are reported in the vicinity of Mariner bank and Banc du Forfait. Mariners are warned to exercise great caution when navigating in the area, indicated on the chart by pecked lines, in the vicinity of these banks.

Page 207.—**[Line 38 : For “baobabs” read “beacons, which in line bear 345°”]**

[Line 39 : After “white” insert “, which in line bear 060°”]

[Lines 41-42 : Delete “The” to “060°” and substitute :—“A vessel should anchor on the intersection of the alignment of the two pairs of beacons.”]

Line 51 : *After Aspect.*—insert “Beacon.—”

Page 208.—Line 31 : *For “378” read “701”*

Line 34 : *Add :—*A triangular beacon, painted black and white, stands on top of the red cliffs, near their southern end.

Page 209.—Line 15 : *After “d’Ampajony.—” insert “Caution.—”*

After line 19 insert :—

For “Caution” see page 205.

[Lines 20-23 : Delete “two” to “south-westward” and substitute “three heads, with a least depth of 4½ fathoms (8^m2) at its eastern end”]

Lines 35-36 : *Delete “cannot” to “and” and substitute “has”*

[Line 38 : For “6½ fathoms (11^m9)” read “5 fathoms (9^m1)”]

[Line 53 : For “Beacon.—” read “Beacons.—”]

Page 210.—Line 28 : **[Delete “Katsépé” to “beacon” and substitute “a beacon stands on this coast about 1½ miles south-south-eastward of Pointe Katsépé. Katsépé village stands on a low point, and there is a white beacon”]**

Page 211.—**[Line 24 : After “height,” insert “with a black lantern,”]**

[Lines 31-35 : Delete and substitute :—

A light is exhibited from the mole head at Majunga.]

Line 37 : *After “toke,” insert “at elevations of 56 and 128 feet (17^m1 and 39^m0), respectively,”*

Line 40 : *For “52 feet (15^m8)” read “56 feet (17^m1)”*

Line 48 : *Delete “A shoal” to “(8^m2)” and substitute “An extensive shoal, with depths of 5 fathoms (9^m1), or less, and a least depth of 3½ fathoms (5^m9)”*

Line 49 : *For “4½” read “2½”*

Line 50 : *For “2½” read “5 miles north-north-eastward and 6”*

Line 51 : *For “southern” read “eastern”*

Line 52 : *Add :—*The middle part of the shoal lies in the *white* sector of the same light, between the bearings of 145° and 167° ; and the western part is covered by the *red* sector of the light, between the bearings of 122° and 145°

Line 54 : *For “3½” read “3½”*

Page 212.—Lines 5-8 : *Delete and substitute :—*

Local magnetic anomaly has been observed about 6½ miles north-north-westward of Pointe Anorombato.

Page 212 continued.

Line 34: *After "bands" insert "surmounted by a black cone over a black ball"*

Line 35: _____

[For "five" read "three"]

[Line 49: *After "Katsépé" insert ", and a black conical buoy is moored about 1½ miles south-south-eastward of the same village"*]

[Line 52: *Add:—Less water was reported, in 1953, about one mile southward of Pointe Antanandava.*

Line 54: *For "an" read "a white"*

Page 213.—Line 4: *Delete "These" to "1945."*

Lines 5-10: *Delete and substitute—*

Channel.—Directions.—In 1948 vessels entered by Chenal du Nord-Ouest.

A vessel should keep in depths greater than 11 fathoms (20^m), steering to bring Pointe Katsépé light-structure to bear 163° and keep it so until Pointe de Sable light-structure bears 125° when she should steer for it on that bearing; when Nosy Beza light-structure comes into line with the light-beacon about 3 miles south-eastward of it, bearing 132°, she should keep them in line, which leads to the anchorage off Majunga.

Alternatively, a vessel may approach with the south-western extremity of the land southward of Pointe d'Ampirimpirina bearing 152° and open north-eastward of Pointe Katsépé, which leads about 8 cables south-westward of Narcissus bank; when Pointe de Sable light-structure bears 125° she should proceed as directed above.

Chenal du Nord-Est leads in between the extensive shoal, described on page 211, and the mainland eastward, but it should not be used without local knowledge.

Chenal de l'Ouest leads over the southern part of Cavalier bank and should only be used by light-draught vessels with local knowledge.

Lines 25-54: *Delete.*

Page 214.—Lines 2-9: *Delete.*

After line 43 insert:—

It was reported, in 1946, that there was considerably less water than charted about 2 miles southward of Pointe d'Ampirimpirina.

Line 54: *Delete "three"*

Page 215.—Lines 7-8: *For "1942, of 27,600" read "1946, of about 25,000"*

[Line 11: *After "Anorombato" insert "but, in 1950, it was reported that work had been stopped"*]

After line 15 insert:—

There is a bi-weekly air service to Antananarive, the capital, and a weekly service to other towns.

Lines 19-20: *Delete "Fuel" to "hour."*

After line 23 insert:—

One 5-ton and one 2½-ton steam crane, and a 1-ton hand crane were available, in 1948, on the lighter quay, and one 5½-ton, one 2½-ton and one 1½-ton crane were available at Pointe de Sable.

Page 219.—Lines 17-19: *Delete "steering" to "161°,"*

Page 232.—*After line 50 insert :—*

A 3-fathom (5^m5) patch lies about 4 miles northward of Morondova light-structure, and 1½ miles offshore.

Page 233.—*Lines 53-54 : Delete and substitute :—*

Less depth was reported, in 1951, in area indicated on the chart about 3 miles south-westward of Banc Cordelière.

Banks, with depths of 6½ and 7 fathoms (11^m9 and 12^m8) over them, lie about 9 and 4 miles west-south-westward of Banc Cordelière.

Banks, with depths of 6 and 9 fathoms (11^m0 and 16^m5) over them, lie about 6½ miles southward and 6 miles south-south-westward, respectively, of Banc Cordelière; the position of the former is approximate.

Page 234.—*Lines 4-6 : Delete “ ; a similar ” to “ eastward ”*

Lines 17-18 : Delete “ situated ” to “ from southward ” and substitute “ stands close southward of Ambondro ”

Line 52 : For “ Depths.— ” read “ Shoals.— ”

After line 53 insert :—

Shoals, with depths of from 28 and 39 feet (8^m5 and 11^m9) over them, were reported, in 1951, about 1½ miles west-north-westward and 2½ miles north-westward of the front leading beacon.

Page 235.—*Line 2 : Delete “ pillar ” to “ base ” and substitute “ white pillar with a black band ”*

*Line 9 : Add :—*In 1946, the height of the rear beacon was increased by 7 feet (2^m1).

Line 26 : For “ its ” read “ her ”

[Line 54 : For “ Tugs ” read “ A tug ”]

Page 236.—**[Line 2 : After “ Aspect.— ” insert “ Light.— ”]**

[After line 11 insert :—

A light is exhibited on Betaolampia beacon, situated about 7 miles south-south-westward of Morondava light-structure.]

After line 15 insert :—

A 4-fathom (7^m3) patch was reported, in 1951, about 5½ miles north-westward of Cap Ankarana.

Lines 22-23 : Delete “ , at the ” to “ flagstaff ”

Line 30 : Delete “ the flagstaff at ”

Page 238.—*Line 18 : After “ Boursaint ” insert “ and a similar shoal about 3½ miles southward of Nosy Bé ”*

Page 239.—*Lines 12-13 : Delete “ , in front ” to “ flagstaff,”*

Line 40 : For “ with the flagstaff ” read “ on the ”

Lines 45-48 : Delete “ flagstaff ” to “ shore.” and substitute “ double-tree bearing 237°.”

Line 50 : Delete “ on the ” to “ flagstaff,”

Page 240.—*Line 42 : After “ islet ” insert “ ; a beacon stands on the islet ”*

After line 51 insert :—

A shoal, with a depth of 3½ fathoms (5^m9) over it, was reported, in 1951, about 3 miles southward of Banc Persépolis Sud.

Page 241.—Line 8 : *Delete* “ , with ” to “ summit ”

Lines 19-29 : *Delete* and *substitute* :—

Two leading beacons stand on Cap Morombé ; the front beacon, A, consisting of a white pyramid with a black horizontal band, 39 feet (11^m9) in height, stands on the extremity of the cape ; the rear beacon, B, consisting of a white pyramid with a black vertical stripe, 49 feet (14^m9) in height, stands about 3½ cables south-eastward of the front beacon.

A white conical beacon, C, 46 feet (14^m0) in height, with a black horizontal band at the top, stands about 2¾ cables eastward of the front leading beacon.

Line 30 : *For* “ Beacon.—” *read* “ Beacons.—”

Lines 48-49 : *Delete* “ A small ” to “ Nosy Bé.” and *substitute* :—

The front beacon, E, of a pair of leading beacons, painted red and surmounted by a cylinder, stands, at an elevation of 10 feet (3^m0), on the south-western edge of Nosy Bé ; the rear beacon, F, is a black pyramid with a white base and stands, at an elevation of 10 feet (3^m0), about 2 cables north-north-westward of the front beacon.

Lines 50-51 : *Delete* “ of ” to “ tower ” and *substitute* “ 4½ fathoms (7^m8) over it, lies about half a mile westward of F beacon ”

Line 51 :

Page 242.—Lines 2-3 : *Delete* “ a cairn ” to “ Lava ” and *substitute* “ a beacon, D, painted black and surmounted by a cone, stands, at an elevation of 10 feet (3^m0), on the north-eastern edge of the reef extending north-eastward from Nosy Lava ; a black pyramidal beacon with a white base, 39 feet (11^m9) in height and surmounted by two cones points together, stands on the summit of Nosy Lava islet ”

Line 32 : *For* “ and the beacon ” *read* “ , the beacon on the north-eastern edge of the reef extending from Nosy Lava and the leading beacons ”

Line 50 : *Delete* “ cairn ” to “ part ” and *substitute* “ beacon on its summit ”

Page 243.—Lines 2-4 : *Delete* “ bring ” to “ leads ” and *substitute* “ steer about 129° ”

Lines [12]-17 : *Delete* [“ close ”] to “ 345° ” and *substitute* [north-eastward of the shoal, with a depth of 4½ fathoms (7^m8) over it, situated about half a mile westward of F beacon,] until beacons E and F on the south-western edge of Nosy Bé, are in line, astern, bearing 345°, when they should be kept so ”

Lines 34-38 : *Delete* “ black ” to “ 100° ” and *substitute* “ leading beacons E and F, on the south-western edge of Nosy Bé in line, bearing 345°, and the front beacon, A, on Cap Morombé, in line with beacon C, eastward of it, bearing 097° ”

Line 42 : *For* “ masonry tower on ” *read* “ leading beacons E and F on the south-western edge of ”

Line 50 :

[Lines 43-51 : *Delete* “ Nosy ” to “ upon ” and *substitute* “ beacons A and C, on Cap Morombé, are in line, bearing 097°, passing southward of a red buoy moored about 7 cables westward of beacon A ”]

[Line 52 : *For* “ a ” *read* “ the ”]

Line 53 : *For* “ 5 fathoms (9^m1) ” *read* “ about 3 fathoms (5^m5) ”

Page 244.—Line 3: *For* "the beacon" *read* "beacon C"

Page 249.—Line 20: _____

[Delete "Mahinia" to "(164^m0)" *and substitute* :—

"La Table, 517 feet (157^m6)"]

[Line 23: For "Mahania hill" *read* "La Table"]

[Line 25: Delete "Ny" to "(58^m8)" *and substitute* :—

"Nosy Andrea, a peninsula, 203 feet (61^m9)"]

[Line 33: For "3 feet (0^m9)" *read* "2 feet (0^m6)"]

Line 35: *For* "Buoy.—" *read* **["Buoy.—"]**

Lines 41-42: *Delete and substitute* :—

A conical buoy, painted black and white in horizontal bands, marks the north-eastern side of a 3-fathom (5^m5) patch on the south-western side of the leading line about 3 cables north-eastward of the north-eastern extremity of Grand Récif. A can buoy, painted red and white in horizontal bands, is moored on the north-eastern side of the leading line about 5½ cables east-north-eastward of the north-eastern extremity of Grand Récif.

Lines **[47]-51**: **[Delete** "consists" to "exhibited" *and substitute* "is destroyed."

A beacon stands about 2 cables west-north-westward of the light-structure on Pointe Anosy.

Lights.—A light is exhibited at an elevation of 65 feet (19^m8")

Line 52: *For* "59 feet (18^m0)" *read* "69 feet (21^m0)"

Line 54: *Delete* **[and substitute** :—

A light is exhibited, at an elevation of 13 feet (4^m0), from a round concrete structure, 11 feet (3^m4) in height, on the head of the stone jetty close southward of the Residency flagstaff.

Two lights are exhibited from the head of Mahavatsy pier, one on the northern side and the other on the southern side.]

Page 250.—Lines 2-3: *Delete.*

Line 4: _____

[Line 5: For "2 fathoms (3^m7)" *read* "one fathom (1^m8)"]

Lines 14-16: *Delete* "it is" to "red cone" *and substitute* "a **[2¼-fathom (4^m1)]** patch lies about 7 cables west-south-westward of beacon E and is marked on its south-eastern side by a red and white can buoy, surmounted by two cones points down; a 2¼-fathom (4^m1) patch lies about 7½ cables south-westward of beacon E and is marked on its north-western side by a conical buoy, painted in black and white horizontal bands, surmounted by two cones points up, and on its south-eastern side by a red and white can buoy, surmounted by two cones points down.

A 1½-fathom (3^m2) patch lies close south-westward of Banc de Mahavatsy, about 8 cables west-south-westward of Beacon E."

Lines 18-23: *Delete* "; a beacon" to "Serpent"

Lines 26-27: *Delete* ", and is" to "buoy"

Line 32: _____

Line 33: *For* "north-eastern" *read* "north-western"

[Lines 38, 43: For "Mahinia hill" *read* "La Table"]

[Lines 46-47: Delete "Mahavatsy" to "112°" *and substitute* "in line with the beacon situated about 2 cables west-north-westward of it, bearing 114½°"]

Line 47: _____

Page 250 continued.

Line 48 :

[Lines 47-48: Delete "Beacons" to "bearing" and substitute "Beacon C bears about"]

[Line 49: For "alignment" read "bearing"]

[Lines 51-52: For "Beacons C and D in line" read "Beacon C bearing 147°"]

Line 53: For "088°" read "about 088°"

[Line 54: Delete "(South or Sarondrano pass)"]

Page 251.—[Line 4: For "Mahinia hill, bearing 038°" read "La Table, bearing 039°"]

[Line 38: For "3½ to 8 fathoms (5^m9 to 14^m6)" read "2½ to 9 fathoms (4^m1 to 16^m5)"]

Line 43: For "protestant" read "Norwegian"

[Line 46: For "3½" read "1½"]

Line 47: For "protestant" read "Norwegian"

Page 252.—Lines 9-10: Delete "[red] buoy" to "[of]" and substitute "[red and] white buoy marking the [2½-fathom (4^m1)] patch and the black and white buoy marking the north-western side of the 2½-fathom (4^m1) patch on"

After line 13 insert:—

There is also anchorage, in a depth of about 4 fathoms (7^m3), off the head of the pier extending south-westward from Mahavatsy beacon.

Line 26: Delete "has" to "of" and substitute "extends [4,000 feet (1219^m2)] in a south-westerly direction from a position on the coast close to"

Line 27: For "197 feet (60^m0) long" read "190 feet (57^m9) long and 71 feet (21^m6) wide," **[and for "1943" read "1950"]**

[Line 28: After "alongside" insert "the western side"]

[Lines 30-31: Delete "There" to "pier" and substitute:—

There is a jetty, 100 feet (30^m5) long, with dolphins at either end, and a depth of 21 feet (6^m4 alongside]

Lines 33-35: Delete "buoy and" to "black" and substitute "and white buoy and the black and white buoy, as directed above, or southward of the southern red and white"

Line 44: For "protestant" read "Norwegian ———"

After line 54 insert:—There is a weekly air service from Tananarive and Fort Dauphin.

Page 253.—[Lines 3-4: Delete "Water" to "drinking."]

[Line 12: After "afternoon" insert "from 1200 to 1900, when they die away."]

Line 15: **[After "Dangers.—" insert "Beacons.—"]**

[Lines 20, 25, 38, 40 and 52: For "Saolara" read "Saolary"]

[Lines 23-24: Delete "(Adriamihali or Tent rock)"]

[After line 26 insert:—

Leading beacons, in line bearing 171½°, are situated about 7 cables south-south-eastward of Rocher Tente.]

[Line 33: For "Ny" read "Nosy"]

Lines 36-37: Delete and substitute:—

A narrow spit, with depths of 3-fathoms (5^m5), or less, over it, extends about 7 cables south-south-westward from Barn Hill point.

[Line 47: For "Mahinia hill" read "La Table"]

[Page 254.—Lines 14 and 17: *For* "Saolara" *read* "Saolary"]

Page 257.—*After* line 52 *insert* :—

Two rocks, awash, lie about 2 miles west-south-westward of Barrow point; there is no safe passage between the rocks and the point.

[Page 258.—Line 13: *After* "Banc de l'Etoile" *insert* "and outlying bank"]

[*After* line 29 *insert* :—

A bank, with a depth of 9 fathoms (16^m5) over it, the position of which is approximate, was reported, in 1952, to lie about 39 miles south-south-eastward of Cap Sainte-Marie.]

[Page 261.—Line 5: *For* "17 feet (5^m2)" *read* "18 feet (5^m5)"]

[Line 50: *Delete* "(Dundas islet)"]

[Page 262.—Line 12: *For* "d'Ambodivahibé" *read* "d'Ambodi-Vahibé"]

[Line 26: *For* "Oronjia pass" *read* "Passe d'Orongéa"]

Page 263.—Lines 1, 20, 24 and 42: *For* "Oronjia pass" *read* "Passe d'Orongéa"

Line 3: *Delete* "(Oronjia pass)"

Line 28: *Add* :—Depths of 5 fathoms (9^m1), or less, extend about 1½ cables northward and north-eastward from the cape.

Line 34: *For* "with a black base" *read* ", which in line bear 050°"

Line 36: *Delete* "(Nosi Langor)"

Page 264.—Lines 27 and 32: *For* "Oronjia pass" *read* "Passe d'Orongéa"

Page 265.—Line 1: *For* "Oronjia pass" *read* "Passe d'Orongéa"

[Line 43: *Delete* "(Sepulchre islet)" and "(Nosi Loatrafasana)"]

[Line 51: *Delete* "(Nosi Fanu)"]

Page 266.—Line 20: *For* "Oronjia pass" *read* "Passe d'Orongéa"

Line 26: *Delete* "(Oronjia)"

Line 33: *Delete* "(Oronjia bank)"

Page 267.—Lines 18 and 40: *Delete* and *substitute* :—

Charts 1064, plan of Port de la Nièvre, and

Line 21: *For* "49° 18'" *read* "49° 17'"

Line 37: *Delete* "(Friends creek)"

Line 47: *Delete* "Nièvre" to "anchorages" and *substitute* "de la Nièvre"

Page 268.—Line 1: *Delete* "Nièvre" to "anchorages" and *substitute* "de la Nièvre"

Lines 2-3: *Delete* and *substitute* :—

Lights are exhibited from the masts of the radio station (page 269).

Lines 6-7: *Delete* "conical" to "bands" and *substitute* "red and black conical buoy surmounted by a ball"

Page 268 continued.

Lines 10-13 : *Delete and substitute :—*

A shoal, with a depth of $3\frac{1}{2}$ fathoms (6^m9) over it, lies about $3\frac{1}{2}$ cables westward of the eastern summit of Cap Diégo.

The navigable entrance channel to Cul-de-Sac Gallois is reduced to about 2 cables by a spit, with depths of 3 fathoms (5^m5), or less, over it, which extends northward and east-north-eastward from a position on the southern side of the entrance about 6 cables southward of Pointe des Mapous, the northern entrance point of the Cul-de-Sac.

Line 17 : *After " prohibited " insert " within an area, indicated by pecked lines on the chart "*

Line 44 : *Delete and substitute :—*

" two shoals in the bay previously described."

Line 51 : *After " Antsirana " insert " , and there are two in the bay close westward of Cap Diégo "*

[Line 53 : For " 26 feet (7^m9) " read " $27\frac{1}{2}$ feet (8^m4) "]

Page 269.—Line 1 : *Delete " Nièvre " to " anchorages " and substitute " de la Nièvre "*

Lines 2-4 : *Delete.*

Line 9 : *For " 1941, of 15,024 " read " 1946, of about 14,000 "*

After line 12 insert :—

There is a bi-weekly air service to Anantananarive, Majunga, Nossi-Bé and Tamatave.

Line 16 : *Delete and substitute :—*

" about one mile south-westward of the landing place at Antsirana ; "

Line 21 : *For " 300 tons a day " read " from 450 to 500 tons a day ; the supply is limited from July to September, the dry season.*

[Line 28 : For " as much as 8 " read " from 3 to 15 "]

Lines 34-35 : *Delete " was " to " (9^m1) " and substitute " had, in 1950, a depth of 25 feet (7^m6) "*

[Line 52 : Delete " (Levique) "]

[Page 270.—Lines 2, 9, 36, 38-39, 40, 42 and 52 : *For " d'Ambodivahibé " read " d'Ambodi-Vahibé "]*

Page 275.—Line 40 : *Delete and substitute :—*

" a red masonry pyramid, No. 4, "

After line 42 insert :—

A red masonry pyramid, No. 5, surmounted by a red cylinder, stands on the northern edge of the reef on the southern side of the entrance about $2\frac{1}{2}$ cables eastward of No. 4 light-beacon.

Lines 46-49 : *Delete.*

Line 54 : *Delete.*

Page 276.—Line 2 : *Delete " ally " to " is " and substitute " Buoy.—A buoy is "*

After line 14 insert :—

A 5-foot (1^m5) coral patch lies about half a cable northward of the leading line, $6\frac{1}{2}$ cables eastward of No. 3 light-beacon.

Line 15 : *For " 2 " read " $3\frac{1}{2}$ "*

Lines 16-19 : *Delete " ; this " to " Vohémar "*

Line 24 : *For " light-beacon " read " beacon "*

Page 280.—Line 10: *For* “Charts 769” *read* “Charts 679”
Line 28: *Delete and substitute* :—

“The front beacon of the north-western pair is white conical, the rear beacon black and white conical and each is sur-”

Line 29: *After* “height;” *insert* “a flagstaff stands about three-quarters of a cable south-westward of the front beacon of this pair;”

Page 281.—*After* line 40 *insert* :—

A detached 11-foot (3^m4) shoal lies close eastward of the leading line (page 282) about 1½ miles north-north-westward of Cap Est.

Line 53: *After* “Light.—” *insert* “Beacon.—”

Page 282.—*After* line 3 *insert* :—

A white beacon stands on the foreshore close northward of Angoutsy village.

Line 12: *After* “light-tower,” *insert* “in line with the white beacon mentioned above,”

Line 13: *After* “anchorage” *insert* “, but care must be taken to avoid the 11-foot (3^m4) shoal close eastward of the leading line”

[Page 283.—*After* line 24 *insert* :—

A bank, with a depth of 10 fathoms (18^m3) over it, lies about 5 miles southward of Cap Baldrisy.]

[Page 285.—Line 36: *After* “Landmarks.—” *insert* “Light.—”]

After line 53 *insert* :—

A light is occasionally exhibited, at an elevation of 7 feet (2^m1), from a wooden structure, 5 feet (1^m5) in height, on the extremity of the wharf at Mananara.]

Page 286.—*After* line 15 *insert* :—

There is a white rock on the foreshore about 7 cables north-north-westward of the Residency.

Lines 17 and 33: *For* “small white wall” *read* “beacon”

Lines 33-35: *Delete* “a pyramidal” to “standing on” and *substitute* “the wooded summit of”

[Page 288.—Lines 18-21: *Delete* “29” to “Anjahanambo” and *substitute* “25 feet (7^m6) from a white concrete beacon, with a black stripe, 20 feet (6^m1) in height, situated about 4¾ miles west-north-westward of Pointe Antisiraka.]

[Page 289.—Line 31: *For* “Tintinga” *read* “Tintingue” and *for* “Tintinga” *read* “Tintingue”]

[Page 290.—Line 20: *For* “Tintinga” *read* “Tintingue”]

After line 46 *insert* :—

Anchorage may be obtained, in a depth of about 19 fathoms (34^m7), with Pointe Tintinia bearing 319°, distant 3 miles.]

[View facing page 290: For “Tintinga” *read* “Tintingue”]

Page 292.—[Line 21: *For* “close” *read* “about one cable”]

Line 25: *For* “52 feet (15^m8)” *read* [“59 feet (18^m0)”]

[Lines 26-27: Delete “tower” to “bands” and *substitute* “white octagonal tower, 20 feet (6^m1) in height”]

Page 292 continued.

After line 27 insert :—

A light is exhibited from the head of the jetty about half a mile southward of Pointe des Sorciers.

【Line 31 : After “ Buoyage.—” insert “ Caution.—”】

Line 32 : Delete and substitute :—

【“ 21 and 27 feet (6^m4 and 8^m2) over them, about 3½ and 4½ cables ”】

Line 35 : For “ 2½ fathoms (5^m0) ” read 【“ 16 feet (4^m9) ”】

【Line 36 : For “ north-north-westward ” read “ northward ”】

【Line 37 : For “ similar depth, about 3½ ” read “ depth of 17 feet (5^m2), about 3 ”】

Line 38 : For “ black ” read “ red ”

【Lines 39-41 : Delete “ White ” to “ light-buoy ” and substitute “ red fixed light ; this light is reported to be unreliable in bad weather. A shoal, with a depth of 29 feet (8^m8) over it, lies about 2½ cables northward of the light on the northern extremity of Ilot Madame ; ”】

【Line 42 : For “ 3½ fathoms (5^m9) ” read “ 20 feet (6^m1) ”】

【Line 43 : For “ western ” read “ northern ”】

Line 44 : Delete “ in ” to 【“ red ”】 and substitute “ black, and exhibiting an occasional green ”】

【After line 46 insert :—

Less water was reported, in 1953, about one cable westward of the 17-foot (5^m2) shoal mentioned above.】

Line 47 : —————

Line 48 : For “ red ” read “ black ” 【and for “ one ” read “ three-quarters of a ”】

Page 293.—【Line 8 : For “ red ” read “ green ”】

Lines 12-13 : Delete “ the ” to “ light ”

Lines 17-18 : Delete “ (Amboutifouth) ”

Page 294.—Line 12 : Add :—The light is obscured between the bearings of 158° and 179° and the bearings of 268° and 276°.

【After line 27 insert :—

A bank, with a depth of 49 feet (14^m9) over it, lies about 9½ miles south-eastward of Pointe Albrand light-tower; a bank, with a depth of 59 feet (18^m0) over it, lies 12 miles south-south-eastward of the same light-tower; the position of this bank is approximate.】

【After line 54 insert :—A rock, with a depth of less than 6 feet (1^m8) over it, the existence of which is doubtful, is reported to lie at the southern end of Canal Sainte Marie, about 10½ miles westward of Pointe Blévec.】

Page 296.—After line 44 insert :—

A shoal, with a depth of 32 feet (9^m8) over it, lies about 7 miles north-north-eastward of Pointe Sud Est.】

【Lines 47-48 : Delete “ de ” to “ Hôpital) ” and substitute “ du Nouvel Hôpital ”】

【Line 51 : For “ de la Douane ” read “ du Nouvel Hôpital ”】

Page 297.—Line 3 : Delete “ in ” to “ bands ” and substitute “ white ”

【Line 7 : For “ Ilainsambo (Ilansambo) ” read “ Ilansambo ”】

【Lines 8, 16, 24, 36-37 and 49 : For “ de la Douane ” read “ du Nouvel Hôpital ”】

Page 297 continued.

[Line 15: *Delete* " (Vohimassoa) "]
 Lines 18-19: *Delete* " framework " to " bands," and *substitute* " white triangular beacon "

[Line 22: *For* " Beacons.—" *read* " Beacon.—" and *after* " exhibited " *insert* " , at an elevation of 26 feet (7^m9),"]

Line 23: *For* " red " *read* " black "

Line 25: _____

[*For* " 115 feet (35^m0) " *read* " 180 feet (54^m9) "]

[Lines 27-31: *Delete.*]

[*After* line 33 *insert* :—

A light is exhibited from the pyramidal beacon on Lakaria.]

[Line 35: *For* " 11 feet (3^m4) " *read* " 9 feet (2^m7) "]

Lines 41, 43 and 45: *For* " Ilainsambo " *read* " Ilansambo "]

[Line 49: *For* " beacon " *read* " light-beacon "]

[Page 298.—Lines 6-15: *Delete* " There " to " 177° "]

[Lines 17 and 29: *For* " de la Douane " *read* " du Nouvel Hôpital "]

[Line 19: *Delete* and *substitute* :—

" light-beacon on Lakaria, bearing 193° "]

[Line 21: *For* " Ilainsambo " *read* " Ilansambo "]

[Line 24: *For* " beacon " *read* " light-beacon "]

Page 300.—Line 19: *For* " 2 miles " *read* " 3 miles "

[Page 301.—Line 16: *Add* :—There are two water towers, situated about 2½ cables northward and about one mile west-north-westward, respectively, of the light-tower on Pointe Tanio, and a church is situated about 3½ cables westward of the latter water tower.]

Page 302.—*After* line 16 *insert* :—

A shoal, with a depth of 7½ fathoms (14^m2) over it, lies about 4½ miles northward of Banc d'Ifontsy.

Page 303.—Line 6: *For* " Pointe Hastie light " *read* " the group occulting light near the head of Mole B "

Line 7: *For* " 189° and 216° " *read* " 193° and 257° "

Lines 19-21: *Delete* and *substitute* :—

A light is exhibited, at an elevation of 43 feet (13^m1), from a low white wall at the north-eastern corner of a building near the head of Mole B.

A light is exhibited from the head of Mole B.

A light is exhibited from the north-eastern corner of the head of Mole A, about a cable south-westward of the head of Mole B.

Line 22: *For* " Two lights are " *read* " A light is "

Lines 23-24: *Delete* " one " to " Mole A." and *substitute* " a quarter of a mile southward of the head of Mole B."

Lines 25-26: *Delete* " 33 " to " height," and *substitute* " 43 feet (13^m1), from a column "

[Line 28: *For* " Buys.—" *read* " Buoyage.—"]

[Lines 29-30: *For* " 3½ cables east-north-eastward " *read* " 4½ cables north-eastward "]

Page 303 continued.

Line 31: *Delete* "red" to "cone" and *substitute* "light-buoy, painted black, surmounted by a black cone, and exhibiting a green flashing light showing a flash of one and a half seconds' duration every six seconds"

Line 34: *Delete* "Pointe" to "182°" and *substitute* "the group occulting light near the head of mole B, between the bearings of 139° and 184°"

【A light-buoy, painted red, exhibiting a red flashing light every six seconds, is moored about half a cable north-westward of the head of the breakwater extending north-north-eastward from the northern extremity of Pointe Hastie】

Line 35: *Delete* "red" to "cone" and *substitute* "conical buoy, painted in red and white chequers"

Lines 36-37: *Delete* "the light at"

Line 42: *Delete* "black" to "ball" and *substitute* "conical buoy, painted in black and white chequers"

After line 44: _____

【Lines 45-46: *Delete.*】

Line 46: _____

Page 304.—Lines 14-15: *Delete* "Hastie" to "189°" and *substitute* "the group flashing light near the head of Mole B, between the bearings of 184° and 193°"

【Line 31: After "is" insert "surmounted by a framework 23 feet (7^m0) in height, and is"】

Lines 43-44, 47-48: *Delete* "Pointe" to "189°" and *substitute* "the group flashing light near the head of Mole B, between the bearings of 184° and 193°"

Page 305.—Lines 10-11: *Delete* "Pointe" to "189°" and *substitute* "the group occulting light near the head of Mole B, between the bearings of 184° and 193°"

【Line 43: For "520 feet (158^m5)" read "588 feet (179^m2)" and for "24" read "29"】

【Line 44: For "(7^m3)" read "(8^m8)"】

【Line 45: After "quays" insert "about"】

【Line 47: *Delete* "24," to "(7^m3" and *substitute* "26, 19 and 24 feet (7^m9"】

Page 306.—Line 11: For "1943, was 24,594" read "1946, was about 25,000, over 5,000 of whom were Europeans"

After line 18 insert:—

There is a bi-weekly air service to Antananarive and Port de la Nièvre.

【Lines 22-23: *Delete* and *substitute*:—

In 1950, there were about 10,000 tons of coal in stock.】

【Line 26: *Delete* "a" to "crane" and *substitute* "several travelling cranes of 3 tons capacity."】

Page 308.—【Line 37: For "Vatomandri" read "Vatomandry"】

Line 41: For "light-beacon" read "white beacon"

After line 45 insert:—

Caution.—In 1950, the port was closed to traffic.

Page 308 continued.

Lines 51-53: *Delete and substitute* :—

“ **Beacon.**—An octagonal masonry tower, 43 feet (13^m1) in height, stands on the coast at ”

Page 309.—[Lines 1, 14 and 44: *For “ Vatomandri ” read “ Vatomandry ”*]

[Line 2: *For “ Banc de Neuf Mètres ” read “ A shoal ”*]

Lines 5, 7, 10, 26-27 and 35: *For “ light-tower ” read “ white beacon ”*

Page 310.—Line 23: *Delete “ with ” to “ coral ” and substitute “ on which there is a rock, awash ”*

Page 311.—Line 4: _____

[Lines 4-6: *Delete “ , the ” to “ (1^m8) ” and substitute “ is exhibited, at an elevation of 75 feet (22^m9), from a white iron tower, 23 feet (7^m0) ”*]

[Lines 8-10: *Delete “ diamond-shaped ” to “ a ”*]

[Lines 11-12: *Delete “ about ” to “ former beacon ” and substitute “ 11½ cables north-north-westward of the light-structure on the peninsula ”*]

[Line 16: *For “ 2½ ” read “ 2¼ ”*]

Lines 31-33: *Delete and substitute* :—

“ and steer for the small white beacon close northward of the peninsula, ”

Line 34: *For “ 201° ” read “ [201½°] ”*

[Line 37: *For “ 272° ” read “ 265° ”*]

Line 38: *For [leading] line ” read “ bearing [of the small white beacon] ”*

Lines 42-43: *Delete “ close ” to “ tree, ”*

Page 313.—Line 43: *Delete “ occasionally ”*

Page 314.—Line 2: *Delete “ occasionally ”*

Page 315.—Lines 25 and 30: *Delete and substitute* :—

Chart 680, plan of Manakara.]

[Line 32: *Delete “ (North Manakara) ”*]

[Line 33: *Delete “ (South Manakara) ”*]

Page 316.—[Line 1: *Delete “ anchorage ”*]

[Lines 9-10: *For “ 2 cables south-south-eastward ” read “ 2½ cables south-eastward ”*]

[Line 11: *For “ 312° ” read “ 310° ”*]

Line 16: *Add* :—In 1947, these beacons were difficult to distinguish.

[Lines 28 and 32: *Delete.*]

[Line 39: *After “ Large, ” insert “ which has a least depth of 2 feet (0^m6) over it, ”*]

[Line 47: *Delete “ (Black rock) ” to “ (1^m5) ” and substitute “ , 4 feet (1^m2) ”*]

[Line 49: *After “ Pyramide ” insert, “ 5 feet (1^m5) high, ”*]

Page 317.—Line 5: *After “ 246° ” insert “ , with good holding ground of coral and sand ”*]

Page 318.—[Line 34: For "127 feet (38^m7)" read "126 feet (38^m4)"]

Line 51: After "exhibited" insert ", at an elevation of 26 feet (7^m9),"

Line 54: After "exhibited" insert ", at an elevation of 49 feet (14^m9),"

Page 319.—Line 6: After "exhibited" insert ", at an elevation of 43 feet (13^m1),"

Line 8: After "exhibited" insert ", at an elevation of 46 feet (14^m0),"

[Line 29: For "280°" read "281°"]

Page 321.—Line 2: For "beacons" read "western beacon"

Line 3: Delete "in line,"

Line 10: Delete and substitute:—
"beacons on the southern side of the river in line, bearing about 269°."

Page 323.—After line 45 insert:—

Chart 680, plan of Itapère.

[Lines 48-50: Delete "Monts" to "extremity" and substitute Sommet Evatra Milieu and Sommet Evatra Sud, 495 feet (150^m9) high, are situated about 1½ miles and three-quarters of a mile, respectively, northward of Pointe Itaperina.]

Page 324.—Line 1: Delete and substitute:—

Chart 680, plan of Itapère.

[Line 4: Delete and substitute:—

A shoal, with a least depth of 3 fathoms (5^m5) over it, lies about 6 cables south-eastward of Pointe Itaperina.

Chart 680, Plan of Itapère.

[After line 18 insert:—

Chart 680, plan of Itapère.

[Line 44: For "1,812 feet (552^m3)" read "1,733 feet (528^m3)"]

Page 325.—[Lines 7-8: Delete ", and" to "light-tower"]

[Line 13: For "Light.—" read "Lights.—"]

[Lines 14-15: Delete "grey" to "height" and substitute "white tower, with a black cupola and a black band on the lantern"]

[After line 16 insert:—

A light is exhibited at the head of the jetty.]

[After line 21 insert:—

Leading beacons are situated on the south-western side of Anse Dauphine; the front beacon, painted white with a black vertical stripe, stands about 4½ cables westward of the light-tower on the northern extremity of the peninsula; the rear beacon, painted black with a white vertical stripe, stands about 1½ cables west-south-westward of the front beacon; the beacons in line bear 239½°.]

[Lines 22-23: Delete "An" to "7" and substitute "A shoal, with a least depth of 27 feet (8^m2) over it, lies about 6"]

[Lines 25-26: Delete "rocky" to "and a"]

[Line 27: Delete "the" to "doubtful" and substitute "lies"]

Line 28:—

Page 325 continued.

[Lines 28-29: Delete “; a” to “beacon”]

[Lines 36-40: Delete “shape” to “249°” and substitute “keep the leading beacons on the south-western side of Anse Dauphine, in line, bearing $239^{\circ}\frac{1}{2}$, which leads north-westward of the 27-foot (8^m2) shoal, situated about 6 cables north-eastward of Flacourt beacon”]

[Line 45: Delete “southward” to “Calvary” and substitute “south-eastward of the”]

Line 41 : _____

Page 329.—After line 12 insert :—

In 1949, the island was reported to lie about 5 miles east-south-eastward of its charted position.

[Line 25: After “SHOALS.—” insert “Light.—”]

[Page 330.—After line 10 insert :—

Bird island, with Waterwell island close south-westward of it, lie at the northern extremity of the reef.]

Lines 13-15: Delete “several” to “inhabitants” and substitute “, in 1950, some huts and storage sheds, a few casuarina trees and coconut palms; the island was then inhabited by 24 fishermen and the personnel of a radio weather reporting station”

[After line 21 insert :—

A light is occasionally exhibited on Ile Raphael.

Turtle island, the position of which is approximate, lies about $3\frac{3}{4}$ miles east south-eastward of Ile Raphael.]

[Line 22: For “Mapare” read “Paul (Mapare)”]

[Line 34: For “Coco” read “South Point (Coco)”]

[Line 36: Delete “conspicuous”]

[Line 38: After “situated” insert “on Cocos island,”]

[Lines 39-41: Delete “When” to “island”]

[Line 42: For “Coco” read “South Point”]

[After line 45 insert :—

Sharp Point island is the south-westernmost island on the reef. Little Capitaine and Big Capitaine islands lie about one mile eastward and $1\frac{1}{4}$ miles east-north-eastward, respectively, of South Point island. Long island lies close north-eastward of Big Capitaine island.]

[Page 331.—After line 27 insert :—

Isle of Fools lies about $5\frac{1}{2}$ miles east-south-eastward of Pearl island.]

[Line 35: After “position” insert “, which is approximate,”]

[Lines 41 and 54: For “Coco” read “South Point”]

Page 332.—After line 16 insert :—

Bank.—A bank, with depths of from 16 to 30 fathoms (29^m3 to 54^m9) over it, was reported, in 1948, to lie in lat. $12^{\circ} 41' N.$, long. $60^{\circ} 48' E.$, or about 68 miles north-north-westward of the northern end of Nazareth bank as defined by the 20-fathom (36^m6) line.

Page 333.—Line 44: For “1936, was 208,858” read “1941, was 221,000”

Page 335.—Line 44 : *Delete* " The jetty " to " repair " and *substitute* " In 1949, the jetty was reported to be in ruins "
 Line 50 : *After* " are " *insert* " occasionally "
 Line 52 : *Delete*.

Page 336.—Lines 30-31 : *Delete*.
 Line 54 : *For* " grey " *read* " yellow "

Page 337.—Lines 15-16 : *Delete* and *substitute* :—
 In 1950 there was a depth of about $4\frac{1}{2}$ fathoms (7^m8) on the leading line.

The entrance is reported to be liable to shoaling due to the movement of pebbles along the shore, under the action of the sea, and to volcanic sand.

[Line 33 : *For* " 5 cables " *read* " one to 2 miles "]

After line 37 *insert* :—

A light is exhibited from each of a pair of beacons standing at the head of the outer harbour ; these beacons in line, bearing 103° , indicate the axis of the entrance channel. The front beacon, 30 feet (9^m1) in height, situated near the sea-wall, is surmounted by a white disc, and the rear beacon, 39 feet (11^m9) in height, standing on the level of the first row of houses, is surmounted by a white circular panel.

Lines 46-50 : *Delete*.

Page 338.—Lines 33 and 34 : *For* " beacons " *read* " light-beacons "

Page 339.—**[Lines 14-15 : *Delete*.]**

Lines 16-18 : _____

[Lines 16-18 : *Delete* " There " to " cranes."]

Line 50 : *Delete*.

Line 51 : *For* " A mole " *read* " Mole.—A mole "

Page 344.—Line 49 : *Add* :—In 1950, the British S.S. *Clan Brodie* obtained a least depth of 22 fathoms (40^m2) on this bank, which is named Soudan bank, in approximately lat. $18^\circ 27' S.$, long. $58^\circ 45' E.$

[Page 346.—Line 32 : *For* " Canonnier " *read* " Canonniers " (Canonnier)]

[Page 347.—Lines 8, 13 and 52 : *For* " Canonnier " *read* " Canonniers "]

[Page 348.—Lines 3, 13, 21, 23, 25 and 48 : *For* " Canonnier " *read* " Canonniers "]

[Line 4 : *For* " Grand bay " *read* " Grande baie (Grand bay) "]

[Line 5 : *For* " Butte aux Papayers " *read* " Butte aux Papayes (Papayers) "]

[Line 10 : *For* " Papayers " *read* " Papayes "]

[Line 25 : *For* Roche Noire point " *read* " Pointe Roche Noire "]

[Line 30 : *For* " Arsenal bay " *read* " Baie aux Tortues or De l'Arsenal (Arsenal bay) " and *for* " Pinent point " *read* " Pointe Pinents "]

Page 348 continued.

【Line 31: For "Pamplemousses river" read "Rivière Citron (Pamplemousses river)"]

【Line 41: For "Arsenal bay" read "Baie aux Tortues"]

【Lines 44-45: For "Tombeau river" read "Rivière du Tombeau"]

Page 349.—【Line 3: For "islet, narrow and" read "island, consisting of two sand-banks, about 4 feet (1^m2) high, lying"]

【Line 6: For "Tonnelier or Cooper" read "Tonneliers or Coopers (Tonnelier or Cooper)"]

Lines 10-11: Delete "scrub" to "seaward" and substitute:—"scrub. Fort George is easily identified from seaward by several square towers and by a white iron flagstaff on a tripod near its western corner. 【About 1½ cables north-eastward of Fort George is Fort Cumberland, about 20 feet (6^m1) high"]

【Line 19: For "The Pouce or Thumb peak" read "Le Pouce"]

【Line 20: For "The" read "Le"]

【Lines 25-26: Delete "or Fort Adelaide"]

【Line 28: After "Citadel;" insert "these towers are visible from seaward above the tops of the trees;"]

【Line 29: For "1,061 feet (323^m4)" read "1,050 feet (320^m0)"]

【Line 30: For "half a mile" read "6 cables" and after "church;" insert "at the foot of Signal mountain is a shrine consisting of a long, low, white, stone structure, having a large statue above and in the middle of it, with a background of fairly dark vegetation. The shrine, which stands above the general level of the town buildings, can be easily identified when approaching from north-westward;"]

【Line 32: For "5½" read "6"]

Line 41: Delete "Just" to "(9^m1)" and substitute "A 4½-fathom (8^m7) patch lies in the fairway about 2½ cables 【south-】south-westward of the flagstaff on Fort George"

Line 42: For "4 cables" read "6 cables"

Line 43: For "one cable" read "1½ cables"

Line 44: For "1945" read "【1951】"

Line 48: Add:—Pilotage hours are from 0700 to 1700 hours local time, but inward bound vessels can obtain a pilot at other times, during daylight, by previous arrangement; outward bound vessels can leave at night.

Vessels arriving should on no account pass the light-buoy about 【6 cables】 north-westward of Fort George without a pilot on board, but should await his arrival about one mile seaward of the light-buoy. Both anchors should be ready for letting go, and two hawsers and two wires ready aft, before the pilot boards.

Lines 【52】-54: Delete "white" to "cylinders" and substitute "【red flashing light every second; the south-western edge of this bank is marked by two red】 spherical buoys"

Page 350.—【Line 3: For "3½" read "4½"]

【Lines 4-5: Delete "islet" to "cone" and substitute "island, and is marked on its north-eastern side by two black and white chequered spherical buoys"]

Line 5:

Line 12: For "from one to" read "about"

Page 350 continued.

Line 30 : **[After "harbour ;" insert "Blyth's store is reported to be difficult to distinguish"] and delete "flagstaff"**

[Line 31 : For "view" read "view A"]

Line 32 : **After "anchorage" insert ", care being taken to avoid the buoys marking the bank off Barkly point."**

[Lines 36-38 : Delete "will" to "and"]

Lines 41-43 : **Delete "At" to "216°."**

[Line 45 : For "The" read "Le"]

[Line 46 : For "6" read "5"]

Lines 50-52 : **Delete "A vessel" to "buoy." and substitute :—**
Vessels are swung in the channel, with the aid of tugs, and anchor with heads seaward and sterns secured to buoys.

Page 351.—Lines 4-6 : Delete.

Line 27 : **Delete "Lloyd's"**

Line 29 : **After "Signals" insert "or by Morse Code at night, and reports can be transmitted through Lloyd's"**

Lines 30-35 : **Delete and substitute :—**

Cyclone season.—Precautions.—Weather signals.—When a cyclone is expected to pass within 300 miles of the island special weather information will be sent to all vessels in the port. The following important precautionary measures should then be taken :—

The crew should remain onboard.

Main engines and the necessary deck machinery should be got ready for immediate use.

Stern moorings should be examined to ascertain that each part is bearing an equal strain.

Any slack in the chain cables should be hove in.

Every available ballast tank should be filled.

The most critical time during a cyclone is when the wind is on the beam. If there is any slack in the moorings, forward or aft, the vessel will surge violently during the gusts and no wires or springs, however large, will be able to withstand the sudden strain. No outside assistance can then be given until there is a lull or the weather moderates.

Any vessel remaining in Port Louis for more than 48 hours in the cyclone season should, in the interests of safety, obtain special moorings from the Port authorities.

During the cyclone season, from 1st November to 15th May, annually, weather signals are displayed daily, at a flagstaff at the Port office at the head of the harbour, to indicate the weather conditions prevailing in the vicinity of Mauritius.

The signal consists of four flags with, when necessary, a numerical pendant, of the International Code.

Line 41 : **For "cone" read "ball"**

Lines 46-54 : **Delete and substitute :—**

Signification of flags.

A. There are no indications of disturbed weather.

B. Conditions are gradually returning to normal.

C. " " unsettled, no immediate development is probable.

D. Conditions are abnormal and likely to become more unsettled.

E. " indicate a southern high pressure system in process of intensification which may lead to disturbed weather in a few days.

Page 352.—Lines 2-33 : *Delete and substitute :—*

- F. Northern low pressure area is gradually deepening, but no cyclone appears to have formed yet.
- G. Conditions are becoming increasingly disturbed, with the immediate possibility of the formation of a distant cyclone.
- H. A cyclonic storm is developing ; its intensity and progress are not yet determined.
- I. A fully developed cyclone is travelling on a course between W. and W.S.W.
- J. " " " " is travelling on a course between W.S.W. and S.W.
- K. " " " " is travelling on a course between S.W. and S.S.W.
- L. " " " " is travelling on a course between S.S.W. and S.
- M. " " " " is travelling on a course between S. and S.S.E.
- N. " " " " is travelling on a course between S.S.E. and S.E.
- O. " " " " is travelling on a course between S.E. and E.S.E.
- P. Cyclonic storm is moving in the vicinity of the north-eastern coast of Madagascar.
- Q. " " is moving in the vicinity of the central eastern coast of Madagascar.
- R. " " is moving in the vicinity of the south-eastern coast of Madagascar.
- S. " " is moving in the immediate vicinity of Rodrigues.
- T. " " is moving in the immediate vicinity of Mauritius.
- U. Depression or cyclone is crossing Madagascar into the Indian ocean.
- V. Depression or cyclone on the coast of Madagascar is moving inland.
- W. Conditions are improving and weather will gradually clear up, but a very heavy sea is likely to be encountered.
- X. A strong gale and a very high sea can be expected with the progress of the storm into this quadrant.
- Y. A cyclonic storm is moving out of range of observation ; rough and high seas are reported.
- Z. Depression appears to be filling up.

A numeral pendant displayed with flags I to O indicates the distance of the storm as follows :—

Pendant No.	1.	.	.	distance	100 miles, storm approaching
"	"	2.	.	"	200 miles, " "
"	"	3.	.	"	300 " , " "
"	"	4.	.	"	400 " , " "
"	"	5.	.	"	500 " , " "
"	"	6.	.	"	100 " , " receding
"	"	7.	.	"	200 " , " "
"	"	8.	.	"	300 " , " "
"	"	9.	.	"	400 " , " "
"	"	0.	.	"	500 " , " "

Page 352 continued.

On the near approach of a cyclone, the following signals are shown from the flagstaff at the Port Office and repeated at the signal station on Signal mountain; they are also confirmed by a gun or other explosive signal:—

By day:—

- (1) A ball over a white flag with three blue horizontal stripes is the preparatory signal.

Masters of all vessels are to repair onboard immediately.

Vessels are to prepare for bad weather.

Vessels in the outer anchorage are to proceed to sea.

- (2) A ball over a red flag . . . storm is imminent.

At night:—

One *blue* light:—

Vessels at the outer anchorage are to proceed to sea.

Vessels in the harbour are to make every preparation for bad weather.

[Line 37: For “ 496 feet (151^m2) ” read “ 492 feet (150^m0) ”]

Lines 46-55: *Delete.*

Page 353.—*Delete the information.*

Page 354.—Lines 2-9: *Delete.*

Line 15: For “ 1940, was 57,803 ” read “ 1944, was 65,962 ”

[Lines 18-20: *Delete* “ Water ” to “ lighters ” and *substitute* :—

Fresh water is supplied from two water lighters, about 700 tons being pumped onboard in 24 hours.]

Lines 26-27: *Delete* “ There ” to “ quays.” and *substitute* :—

There is one 15-ton crane and there are several smaller cranes on the quays for the discharging lighters.

[After line 28 *insert* :—

Tugs are available.]

Page 356.—After line 53 *insert* :—

A shoal with a depth of 2½ fathoms (4^m6) was reported, in 1949, to lie about half a mile offshore, three-quarters of a mile east-south-eastward of the Souffleur.

[Page 358.—Lines 48-50: *Delete* “ is ” to “ 1945 ” and *substitute* “ for the use of aircraft is exhibited at Plaisance, situated about 2 miles south-westward of Mahébourg ”]

Page 359.—Line 9: For “ Buoy.— ” read “ Buoy.— ”

After line 21 *insert* :—

A beacon, consisting of a tripod surmounted by a staff and triangle, stands on the reef on the western side of the channel about half a mile southward of Jacolet point.

Lines 26-27: *Delete* “ in red ” to “ bands ” and *substitute* “ red ”

After line 32 *insert* :—

A perch marks the edge of the reef about a quarter of a mile north-north-westward of Piment point.

Lines 38-49: *Delete* “ ; a similar ” to “ over it ”

Page 360.—Line 46: For “ after ” read “ often ”

Page 361.—*After line 35 insert :—*

Several perches mark the edge of the shore bank in the vicinity of Hercules bay.

Line 54 : *Delete and substitute :—*

Pier.—Dolphin.—A pier projects from the head of Hercules bay.

Page 362.—**Line 2 :** *Delete.*

After line 3 insert :—

From the beach nearly 2 cables north-eastward of the root of the pier a submerged pipe line runs south-south-eastward to a dolphin ; the dolphin is situated about $1\frac{1}{2}$ cables east-south-eastward of the head of the pier.

Page 363.—**Lines 19-21 :** *Delete “ at ” to “ 9,000 ” and substitute “ , in 1948, was 13,326 ”*

Page 364.—**Line 3 :** *For “ 73° 27' E.” read “ 63° 27' E.”*

Page 365.—**Line 53 :** *For “ 165° ” read “ 163° ”*

Page 366.—**Line 2 :** *Delete “ a ” to “ for ” and substitute :—*
“ she should steer for Point Venus (*see below*), bearing 147°, until Diamond islet (page 364) is in line with Malagash point, about half a mile south-westward, bearing 231°, when she should steer about 090°, which leads to ”]

Line 4 : *After “ village ” insert “ and is easily seen, but the rear leading mark is not so easily identified ”*]

Line 28-29 : *Delete “ ; the ” to “ conspicuous ”*]

Line 32 : *For “ Point Venus Observatory ” read “ the whitewashed buildings of the Eastern Telegraph Company, See caution on chart.”*]

Page 368.—*After line 5 insert :—*

In 1949, Iles Amsterdam and Saint-Paul were reported to lie, respectively, about three-quarters of a mile and $1\frac{1}{2}$ miles eastward of their charted positions.

Page 373.—*For “ RÉUNION, Pointe des ” read “ RÉUNION, Port des ”*

Page 392.—*Below “ Marolo, Rivière ” insert “ Maroloha, Pointe . . . 210 ”*

NEW AND ALTERED NAMES.

The following list gives new names and alterations in old names which will be adopted in all Hydrographic publications affected as opportunity occurs :—

New name	Page of Pilot	Obsolete name
Betaolampia beacon . . .	236	—
Big Capitaine island . . .	330	—
Bird island . . .	330	—
Butte aux Papayes . . .	348	Butte aux Papayers
Canonniers point . . .	347	Canonnier point
Citron, Rivière . . .	348	Pamplemousses river
Cocos island . . .	330	—
Grande baie . . .	348	Grand bay
Little Capitaine island . . .	330	—
Long island . . .	330	—
Nosy Andrea . . .	249	Ny Andrea
Paul island . . .	330	Mapare island
Piments, Pointe . . .	348	Piment point
Pouce, Le . . .	349	The Pouce or Thumb peak
Saolary . . .	253	Saolara
Sharp Point island . . .	330	—
Soudan bank . . .	344	—
South Point island . . .	330	Coco island
Table, La . . .	249	Mahinia or Table hill
Tombeau, Rivière de . . .	348	Tombeau river
Tonneliers or Coopers island . . .	349	Tonnelier or Cooper island
Tortues, Baie aux, or De' l'Arsenal . . .	348	Arsenal bay
Turtle island . . .	330	—
Waterwell island . . .	330	—

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